

CLAIMS

What is claimed is:

- Sub 917
1. Differential for a motor vehicle with a bevel-pinion shaft (5) which is supported in a drive housing (1) by two spaced and axially pretensioned roller bearings and which, through a bevel pinion (4) and a ring gear (6), drives a differential unit (2) mounted in the drive housing (1), axle shafts (9) being supported in the differential unit (2) which are operationally connected with each other via output gears (8) and differential gears (7), characterized in that the roller bearings are designed as unilaterally loadable double-row tandem angular-contact ball bearings (16,17) which face each other in an O-arrangement.
 2. Differential drive according to Claim 1, characterized in that the races of the bearings (16,17) have the same or a different diameter.
 3. Differential according to Claim 1, characterized in that the races of the bearings (16,17) have the same or a different pressure angle.
 4. Differential according to Claim 1, characterized in that the bearing balls (22,23) of both races of the bearings (16,17) are guided in cages (24) and have the same or a different diameter.
 5. Differential according to Claim 1, characterized in that the first tandem angular-contact ball bearing (16) positioned next to the bevel pinion (4) of the bevel-pinion shaft (5) is larger than the second bearing (17).

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Sub 6. Differential according to Claim 1, characterized in that the inner ring (18) of the second double-row tandem angular-contact ball bearing (17) is supported in an axial direction against a deformable sleeve (25).

7. Differential according to the introductory phrase of Claim 1, characterized in that the antifriction bearings are each designed as two unilaterally loadable single-unit angular-contact ball bearings in a tandem arrangement that face each other in an O-arrangement.